

Appendix 1

MAJOR COMPONENTS OF THE 1978 TRANSPORTATION PLAN: ACCOMPLISHMENTS THROUGH 2001

Railroad Relocation -- riverfront corridor:

- Wabash Avenue Underpass completed in 1987
- SR 26 Replacement Bridge completed in 1992
- Ninth Street Underpass completed 1993
- CSX Relocation completed in late 1995
 - Harrison Bridge ramps
 - CSX Track Work
 - Depot Plaza
 - New Arterial
- Pedestrian Overcrossing
 - Reconstruction of Fifth St.
- Landscape Planting & Trail Completion in Spring 1996
- Norfolk Southern Relocation -- contract let in Fall 1996
 - Earth embankment - complete
 - US 52 & SR 25 rail bridge - complete
 - Wabash Heritage Trail between SR 26 and Harrison bridges - complete
 - Norfolk Southern rail relocation - complete
 - Last train through corridor: April 6, 2001

Lafayette Business District -- South & Columbia one-way pairs:

- SR 26 Bridge completed
- Fourth & Fifth one-way pairs revised to Third and Fourth

Main Street -- four lane improvement between South and Earl:

- Intersection improvements at Kossuth and at Earl
- Signal timing change at Earl

South Street -- four lane improvement between Main and Sagamore:

- Intersection improvement at Sagamore; traffic signals at 26th and 30th,
- Railroad crossing reconstruction both east and west of US 52
- New synchronization system on SR 26 between Earl Avenue and 36th Street, and retiming of traffic signals
- Left turn arrows for Earl Avenue
- No progress on lane improvements

Erie-Elmwood-Greenbush Corridor -- four lane improvements to Elmwood and Greenbush and Erie extension along abandoned NORFOLK SOUTHERN corridor:

- No progress on Greenbush Avenue
- Constructing Erie Street north of 18th Street beginning in 2001

Union Street -- widening between Sagamore and Creasy:

- Widening of Union between 18th and Sagamore complete
- Widening of Union between Sagamore and Creasy Lane complete
- New traffic signal installed at 36th Street

Earl Avenue -- four lane improvement between South and State:

- Completed in 1988 between South and Main

Farabee Drive -- extension of Farabee south to SR 38:

- **Thoroughfare Plan** amendment - Removed section of Farabee from McCarty to SR 38 in 1995
- Commercial development south of Kossuth on Farabee has established 700' of the roadway

Creasy Lane -- extension to US 52 and reconstruction between SR 26 and SR 38:

- TIF District established to finance extension;
- SR 26 to McCarty Lane completed in 1992
- Improvements from Kensington to SR 26 (Phase 2) completed late 1994
- Improvements from Greenbush to Kensington completed Spring 1996
- New signal installed at intersection with Union Street, left turn signals at the intersection of SR 26 and Creasy
- Creasy Extension from SR 38 to US 52 completed in 1995
- Improvements between McCarty and SR 38 completed in 1997

Teal Road -- widening between 4th and 18th and extension to SR 38:

- Intersection improvements at 9th, 18th, and Sagamore
- 1995 amendment to the Thoroughfare Plan removed extension to SR 38
- Widening between 4th and 9th and 9th to 18th - No progress

Brady-Beck Corridor -- Brady Lane extensions at both ends; new roadway connecting Brady and Beck along NORFOLK SOUTHERN rail; widening:

- **Thoroughfare Plan** Amendment; Twyckenham Blvd. built
- Brady extended to meet Creasy at US 52, complete late 1995
- Twyckenham Boulevard between Old US 231 and CR 50E to begin construction in 2001
- City and County working on engineering plans for the 9th to 18th Street connection

Road 350S -- extensions at both ends; improvements between Road 50E and Concord:

- New construction between US 231 and CR 50 E completed 1994
- Reconstruction between CR 50 E and US 52 completed 1995
- Construction between US 52 and SR 38 completed 1996
- Construction between old US 231 and relocated US 231 completed 1998
- Construction of phase VI completed in 1997

SR 43 (now US 231 S) -- four lane improvement from Road 500S to downtown:

- Traffic signal with left turning lanes at Beck

Bypass -- from Road 350S around WL and rejoin SR 43 at Road 500N: US 231 Road Relocation and Bridge Project southern terminus extended to .85 miles south of CR 500 S

- Construction from CR 500S to SR 25 complete and open to traffic 1997

- Bridge portion complete but not open to traffic
- River Road portion under construction: South Street widening complete, portions of North River Road complete, ramps on north side of Harrison Bridge complete and open, new rail bridge complete.
- The portion between River Road and SR 26 has advanced to preliminary engineering
- North of SR 26 to US 52, a consultant has been hired to update the EIS and locate an alignment

Chauncey-Vine Corridor -- one-way pairs between Fowler and State; extension of Chauncey to S. River:

- No progress; Chauncey extension discarded alternate in US 231 EIS

South River Road -- widening between the "new bypass" bridge and extension of Chauncey:

- See "Bypass"

State Street -- four lane improvement between University and Gates:

- No progress

Yeager Road -- four lane improvement between Northwestern and Sagamore:

- Intersection improvement at Northwestern

McCormick-Cumberland Connector -- four lane improvement to McCormick and extension of Cumberland:

- A portion of Cumberland has been extended

McCormick Road -- reconstruction between Cherry and US 52:

- See "Bypass"
- A proposal to extend US 231 Bypass northwest of campus and onto McCormick gaining local support.
- A consultant has been hired by INDOT

Road 350N and Soldiers Home Road -- alignment improvements:

- A portion of 350N is complete, the remaining portion ready for construction; no progress on Soldiers Home